

# The Port of New York Holds a Wealth of Possibilities

## Treaty of States Opens Way To Prevent Ruin of Harbor

Ex-Governor Smith Explains Great Undertaking to Supplant Modern Freight Methods for Those Fifty Years Old Now in Use

By Alfred E. Smith  
Commissioner to the Port of New York Authority

THE states of New York and New Jersey, by geographical conditions, by the lay of the harbor generally, came to the conclusion that what was good for one state was good for the other; and consequently, pursuant to a power vested in the Port Authority by both states, they entered into a treaty for the general development of this port.

I think we are entirely past the stage where any argument can be made as to the necessity for general development between the states. This great, wonderful, natural harbor that was given to this state and to the State of New Jersey is a gift to the states and to the nation from Divine Providence itself. It is left to the ingenuity of man to develop it to its highest possible point. We have a great natural barrier to overcome, and that is the Hudson River. All the roads running from the West terminate on the Jersey side, so far as the rail trackage is concerned, but their terminals are on the Manhattan side. Only two trunk lines bring freight directly to the City of New York. One is the New York Central and the other the New York, New Haven & Hartford. As for the rest of the trunk lines feeding the metropolitan district from the West and South, their freight has to be ferried across by the same antiquated processes that existed forty or fifty years ago.

Now, there is a broad, comprehensive plan under consideration, handed to this Authority by the Bi-State Commission, that takes into account the development by both states in order to overcome that barrier, and to use the bottom of the river or under the bottom of the river, as tunneling has been demonstrated to be feasible, and to get away from car floating.

Necessity Is Conceded by Men Who Have Studied Question

We are past the stage of discussing the necessity for this thing. I think it is conceded—I am sure that it is—

except possibly by some men who have not given the time and attention to it that they should and who are speaking without any authority of their own about the subject under consideration.

Now, we all have a great interest in the Port of New York, and the last thing we want to do is to fool ourselves about it. We must bring ourselves to that point of understanding where we are ready to say that New York cannot live forever on its name; that it has got to go along and progress under modern ideas. It is a good deal like the fistic champion who goes through a long career unmatched, even, not to speak of undefeated, until the day when youth and vigor step in and wear him out.

Now, we are not fooling ourselves, those of us in the Port Authority, about the condition, so far as competition is concerned, of other cities on the Atlantic and Gulf coasts. Abundant statistics that cannot be denied can be presented to any group of interested men, and they will show the amount of business that has been diverted from this port in the last ten years because of the cost of doing business in New York. I violate no pledge of secrecy when I tell you that the New York-New Jersey commission was fearful about putting out the full statistics as to that cost for fear that the statistics themselves might constitute a great argument why people ought to do business at another port.

I heard an official of the Erie Railroad make a speech before the Traffic Men's Association early this year and he made an astounding statement. He said it costs more to pass a ton of freight through our terminals in New York than to bring it from Buffalo. I thought that an exaggeration, but after looking at the statistics, gathered at an enormous cost by both states and which are standing the test of scrutiny by the technical staffs of all the railroads, I found his statement was correctly made and he was entirely within the facts.

Both states through this Port Authority are by law charged with a study

## Some of the Problems of the Port



NEW YORK CANAL & HUDSON RIVER

of the plan that came from the Bi-State Commission, or of any other plan that may be submitted to it, or of any amendment that may be submitted to that Authority by any body of citizens or interested municipality or interested persons within the port district as fixed upon the map by statute. They are charged with a study and advancement of the plan, as far as they can advance it by any remedial steps, to make the best use they can of existing facilities until such time as the final plan is worked out and put into operation.

### Board Considers Optional Store Door Delivery Plan

Among the suggested ideas is the voluntary—we might call it that—or optional store door delivery plan. During the war, when the railroads were under the control of the government, a commission was appointed to take up this question of handling freight at the Port of New York, due to the enormous congestion, and that commission was about to put a compulsory store door delivery on New York by official edict as part of a war measure to relieve this port.

That was seriously objected to by a large number of merchants who own their own equipment and who were prepared promptly to take their own freight from the pier. The commission is studying the store door delivery plan, have benefited by the objections offered at that time, and they have sought to bring about a plan that will meet the objections and reduce to a minimum questions raised by business organizations and interested people; so that we are now talking of discussing with the representatives of the railroads an optional store door delivery plan, either for terminal or store door, so that the merchant who hasn't his own equipment can have the service performed for him by an agency in the employ of the railroad.

Any man familiar with our terminal operations can very readily see what an enormous relief that would be right away. The present antiquated system requires that the railroad send a postal card to the consignee and tell him there

are half a dozen barrels of nails from Pittsburgh on Pier 4 for him. The consignee goes down to find the truckman and the truckman goes after 700 pounds of freight on a truck that will carry two tons. The truck takes up the same amount of space on the highway and takes up the same amount of space at the terminal as though going for a full load and takes the same length of time to get on the pier, and when he gets there he finds his few hundred pounds of freight are underneath a thousand pounds or more of freight for Claffin and he waits until Claffin gets his out. You have to leave room for two trucks to pass. These great piers, costing the railroad companies upward of \$125,000 or \$135,000 a year for rental alone, can only be partially used for the handling of freight, so much space having to be left for trucks going in and backing off the pier.

There can be a great saving by putting it on the railroads to deliver the freight at the store door. It means that every truck engaged in store door delivery leaves the pier filled to capacity. It means that operations can be going on at a time when there is no congestion, because there is no reason why this port should be limited to a nine-hour operation. We do not do it on other lines of business and we should not do it in the handling of freight. Coal is delivered at other times. The company I am employed by puts coal in all night long. Why couldn't it be done with other kinds of freight? A fleet of trucks could be at any terminal in New York at 6 o'clock in the morning and clear it off before 9 o'clock, before a ton of westbound freight arrives there.

### Cooperation Is Biggest Need of the Commission

Now these are improvements we can bring about immediately, but what the commission needs and will have to have is cooperation. No government agency of itself can do everything, particularly where you have a problem of the magnitude of this one. A governmental agency may run a small department of the government without help from the outside, but when you tackle problems that have an immediate relationship with everyday business and the home, in a community like this, no governmental agency can get anywhere unless its efforts are

supplemented by the cooperation, to the very last degree, of business men and associations and bodies interested in the solution of all these problems.

The merchant who desires to truck his own freight will be relieved by the store door delivery plan because he will be at the pier at a time when he won't have to meet the line of the operating company that represents the railroad. That in itself is a worthy effort, and I go far enough to make this statement: That if we can institute a partial store door delivery, at least in Manhattan, it will become popular enough in a short while to permit the railroads to establish inland freight stations and get off the water front, because they really have no business there. The lower East and West sides, because of the movement of population up into the suburban districts, made possible by the running of the subways, have left a lot of property, tenement property, that was valuable years ago that is practically useless to-day, and for a very small expenditure your inland freight stations can be established that will take the place of the pier stations and the railroad will be saved the overhead of \$150,000 a year rental for the pier, and the water front will be released to shipping by boat—what it really should be used for—if the commerce of the port is to be protected.

There is no reason in the world why team trucks should not be put into Jersey and freight for store door delivery get just the one handling of putting it from the freight car into the truck and not unload it again until the merchant receives it. Just consider what a saving that will be, not only of time, but of actual cost, instead of loading it on car floats and bringing it to the docks and putting it on the pier and loading it there and unloading at the store door. The plan can be put into effect by a single operation and the saving must accrue to the merchant, for this reason: These railroads have always to keep New York as their terminus, and the charges on that freight until it reaches Manhattan Island have to be the concern of the railroad, so that the merchant will get the benefit of the store door delivery in single haul in large quantities, and by

## Co-operation Biggest Need of Port Board to Complete Job

Store Door Delivery Plan Will Eliminate Many Evils; Freight Costs Here Equal to Rates From Buffalo

consolidating shipping lots from the time that freight touches Manhattan Island until it is unloaded in front of his own store door the saving will be very great.

### Railroads Reactionary on Question of Development

Now, briefly, that outlines the plan. We are seeking earnestly the cooperation of the railroads. They were lukewarm toward the proposition a few years ago when it was before the commission in Washington, but I am firmly of the opinion now that the railroads have seen the light. They have studied the plan and have had their terminal engineers studying it. This commission has called a great deal of the difficulty to their personal attention, and while in the past—I think I say it with all kindness, but nevertheless with firmness—I think that the railroads themselves have been extremely reactionary on this whole question of port development—they seem to be more engaged in the competition for business between their own lines that touch at the same points and other lines than they were in solving any of the problems that had to do with passing freight through the terminals—but they have discovered that has been a shortsighted policy and they have discovered that that which was best for the port is in the last analysis best for their line—good terminals, inexpensive, with a quick handling of freight—I say in the long run to the benefit of the railroad and they are awakening to it.

We want the merchant and we want the business man to take an interest in this. I want to repeat it with all the vigor I can bring to my command, and we must stop thinking we are going to live on our name for all time to come. We have to keep abreast of the times and bring this port up to the standard its competitors enjoy if we

are to protect its commerce and have it maintain the position it has held for almost a century in the New World. If not all over the world.

The housewives of this city, if they could understand the toll they have to pay on every ton of foodstuffs that comes into this port as a result of our antiquated methods of handling freight, would be behind this commission in a solid phalanx. That we expect to bring about by showing pictures and by lectures, and they will show very clearly, not by men that are experts at statistics and not by men that have technical knowledge, but by the big, plain, ordinary person that can figure out the difference in the cost of bringing a crate of tomatoes from the break-up yards and the price it could be delivered for if the methods of delivery were up to date.

This is of supreme interest, and the way to help is to study the report of the commission, read the statistics, get the facts in mind, appoint committees to cooperate with the Port Authority because in the last analysis we really only want to do what the people want done. This doesn't mean anything to the Port Authority.

If there is anything about the store door delivery that you don't think works right, don't go out and oppose it in a general way. Come down to 11 Broadway and talk it over with us. We have engineers there who are thoroughly familiar with the subject, and we are willing to talk it over with you.

All we need is cooperation. If we have that we will all be doing our full duty to ourselves, to the business we are engaged in, to the Port of New York and to the two great states that by their union this spring have started in the right direction toward making and keeping New York what she has been, the greatest commercial city, the greatest commercial port of entry in the United States.

## Einstein Denies That He Called Americans Mentally Inferior

Professor Repudiates Interview in Dutch Newspaper and Declares Admiration for Spirit and Friendliness in U. S.; Compares With Germany

*Special Correspondence of The Tribune.*  
BERLIN, July 15.—Professor Albert Einstein has denied, through an interview in the Vossische Zeitung, the widely quoted comment attributed to him on his return to Germany that American intelligence was inferior to that of Europeans, that Americans did not understand the theory of relativity, and that American women made "lap dogs of the men."

The interview begins with a statement by the inventor of the relativity theory as to the source of the alleged interview.

"A young Dutch woman who introduced herself to me by referring to mutual acquaintances talked with me of my American visit," he said. "The substance of this conversation she had published in the Nieuwe Rotterdamse Courant on July 4."

"The story was quite friendly, sympathetic and humorous in tone, exactly as it would have been in accordance with my sentiments, though to be sure it contained some passages with which I would not have agreed had I seen them before. The harm is not great. However, I shall not be made responsible for the free report written by the Dutch journalist from memory, for the words imputed to me do not tally exactly with what I actually stated. But the excerpt of the Berlin newspaper gives an entirely false impression of my own sentiments and also of what the Dutch woman wrote."

Cordial Reception in U. S.  
Impressed Professor Most

Professor Einstein then made the following statement of his impressions of America:

"What impresses me most when I recall America to memory is the feeling of gratitude for the warm and cordial reception which I received from all professional colleagues, authorities and private individuals. I lectured at the universities of Princeton and Chicago, at the College of the City of New York and at the Columbia University, and found everywhere great interest and thorough knowledge among my professional colleagues. Especially must I acknowledge with gratitude that they did not find fault with me for speaking German. All with whom I spoke endeavored in the most touching manner to do so also in German. All who had relations with Germany spoke about the scientific ties that united them with Germany."

"I am very much shocked at the utterance attributed to me concerning the American public. That the sensational interest in the theory of relativity manifested by the general public is for the chief part founded upon a misunderstanding is, to be sure, only too true."

"But this is true not only of the American public, but as well of our German public," Professor Einstein added with a smile, after a pause.

"There is a strange irony in the belief of many people," he continued, "that the anti-rationalistic tendency of our time finds support in the theory of relativity. The latter is a strictly sober theory, the comprehension of which, however, is by no means accessible only to a 'circle of the elect,'"

but to every person capable of reasoning who possesses the necessary preliminary knowledge and takes some trouble to study it.

"Although it may be true that the American public is less learned than the German, I believe, on the other hand, learned of the enthusiasm, the energy and readiness of bringing sacrifice with which an idea recognized as good is received in large circles of the people."

When in the conversation the word Zionism happened to be mentioned Professor Einstein quickly remarked: "I think of the fervor with which in America both Jews and Christians have taken it up and supported it, how high-placed officials and politicians through public speeches served the cause, I am filled with admiration and gratitude for the unprejudiced and youthfully fresh people, and I cannot deny that deep sadness steals upon me if I compare all this with our own conditions."

"If I thus take a bird's-eye view of all the impressions I had in America and compare them with those of my previous life I am struck by the plain comradeship and harmless, sociable nature of the Americans, who are free. That makes daily life simpler and more cheerful."

"I took delight in the American students. The universities in many cases are boarding schools. They offer comradeship between students and professors, a picture of joyful harmony. With us there is probably found more individual thinking, but with the Americans there is more primitive vigor, and with all their interest in political matters there is a sober, tolerant treatment of political questions."

"What also impressed me much in the Americans was that their patriotism is not manifested offensively, but from worn-out skepticism and artifice rather internally, thus proving character and practical congeniality of feeling."

"Each American feels himself co-responsible with all others for what is going on in his country."

"That the researches in physical science in America are about to get the leadership in many domains is due not only to the riches of the country, but also to the circumstance that the rich American is permeated with the conviction that he owes much to the commonwealth. This sentiment, which is kept awake through powerful public opinion, brings it to pass that for public ends there are always means at disposal without the state needing to care about them."

Professor Einstein declared that these statements were sufficient to correct for the time being the misleading impression originated by the biased article of the Nieuwe Rotterdamse Courant, "because I considered it a matter of course, a duty to my American friends, to prevent false things being said about them in public under my name. But beyond that I was also very desirous of emphasizing the fact that in America as well as in England I have found with intellectual workers that sociable and fraternal spirit that will bring about again the beneficent and happy cooperation of the civilized peoples."

## Fashion Dooms Englishman to Dress as Colorful as Toreador

Evolution of Styles in Year, With Attendant Riot of Color, Indicates Return to Delicate Tastes

LONDON, July 15. CHANGE in fashions which, if it proceeds unchecked, may transform the conservatively dressed Englishman into as gaudy and colorful a male as the Spanish bullfighter, has been observed by students of men's clothing in London this season. It is the introduction of the most vivid and glaring shades into men's wear. The revolution is not confined to socks, ties and golf jackets, but extends to waistcoats, suits, hats and light overcoats.

In defiance of the Shakespearean injunction, "rich but not gaudy," the modern Englishman is showing as keen an aptitude for color as an Italian. The custom of wearing brighter clothes originated when the boys returned from the trenches weary of the monotony of khaki. It has been extended until now it affects nearly every garment in the wardrobe.

Startling innovations in the way of highly colored pajamas and bathrobes have been worn in the homes for some months, and sport clothes have become gayer each year, but the alteration in street styles has been noticeable only recently.

"Why should the female of the species be given the opportunity of flaunting herself in the giddiest and most overpowering shades," men are asking each other, "when the peacock, the pheasant, the tiger and every other male in the animal kingdom has a monopoly on the richest and loveliest stripes and festiveness?"

The one garment which men have consistently refused to alter, and in which they abide by the old style of strict black and white, with telling effect, is their evening dress.

LONDON, July 5.—According to the Municipal Year Book for the year 1921, there is more than one London, apparently.

First comes London, the administrative county, 117 square miles, whose population in 1911 (the last census) was 4,522,961.

Then there is greater London of the police area. This extends as far as Epsom and contains 520 square miles and a population of 7,252,963.

Water London extends over an area of 538 square miles and returns 105 members to Parliament.

London the City is a mere 673 acres. When the City is asleep the population is somewhere around 14,447, but when it is awake its midday inhabitants total 364,000, to which must be added a million entering within the boundaries every day.

Of the suburban boroughs Hampstead is the healthiest, and has the lowest death rate in London—11.8 per thousand. Lambeth has most libraries, Westminster the finest parks and Camberwell the most public baths—swimming and slipper and Turkish and Russian. Shore-ditch has the only municipal costers' stalls and also was the first borough to combine a dust destructor with an electricity generating station. The biggest of the urban dis-

tricts is supposed to be Willesden, with a population of 171,000. Its council claims to be the most forward. It supplies electricity, maintains hospitals and open-air swimming baths, a coroner's court and mortuary, a motor fire brigade, cemeteries, parks and allotments. The London County Council's first motor fire engine dates back to 1893.

The 1921 census has been fixed for June 19, and will clear up many disputes as to relative populations. Among the Metropolitan boroughs Islington now leads with the official figure of 327,403.

### Lloyd George and Briand Have "Week-End" Habit

Though Lloyd George and Aristide Briand, the Premiers of England and France, disagree quite often on matters of Continental policy, they have one habit in common. It is the "week-end."

Not so many people, even in France, know that Premier Briand lets matters of state worry along most every Friday night and catches a train for Brittany. Near Cocherel, not far from Nantes, is a quaint little farm with stone walls, whitewashed and red-roofed old buildings and apple orchards. Here over the week-end the French chief of state eats duck and drinks cider and rests, usually accompanied by his constant friend and companion, Dr. Chatain.

### Prisoner Who Tried to Kill Queen Victoria Dies

LONDON, July 1.—Roderick McLean, who on March 2, 1882, attempted to murder Queen Victoria, died yesterday in a lunatic asylum at Broadmoor, having outlived by twenty years his intended victim.

Few people in London now remember the incident, which caused a tremendous sensation at the time. McLean's attempt to murder the Queen took place at the railway station at Windsor. Queen Victoria, Princess Beatrice and other members of the court had just arrived at Windsor from London, and the Queen was walking across the station platform to a waiting carriage when McLean, who had been loitering about, drew a revolver and fired at point-blank range.

The shot went wild, and a member of the local police force, throwing himself upon McLean, wrested the revolver from his hand before he could fire a second time. McLean was tried for high treason, but was found not guilty on the ground of insanity, and was committed as a dangerous lunatic to the asylum where he spent the remaining forty years of his life.

### Vegetable Leather in Japan

A plant grows in Japan which furnishes a sort of vegetable leather. It is a pretty shrub called the mitsumata, and its inner bark, after going through certain processes, is converted into a substance as tough as French kid, so translucent that one can almost see through it, and as pliable and soft as calfskin.

## Harding's Laddie Boy Stirs Up a Fuss

TOLEDO, July 28. BEING busily engaged in digging up Mrs. Warren G. Harding's prettiest tulips, under the exercise of his rights as first dog of the land, Laddie Boy, the President's Airedale pal, doesn't know what he has stirred up in his home town over the question of who's responsible for his place in dogdom.

Charles Quetschke, who bred Laddie Boy at his Caswell Kennels here, raised and trained the dog for the business of being a President's companion and gave the Airedale to the President, now claims that Marshall Sheppey, rich Toledo wholesale grocer, is trying to steal the credit.

Quetschke has been annoyed recently by news dispatches that have come out of Washington in which Marshall Sheppey is mentioned as the giver of Laddie Boy. Last week, the report says, President Harding presented Sheppey with a photo of Laddie Boy, on which he wrote this inscription:

"To Marshall Sheppey, with gratitude of the master to the donor of a lovable dog. (Signed)."

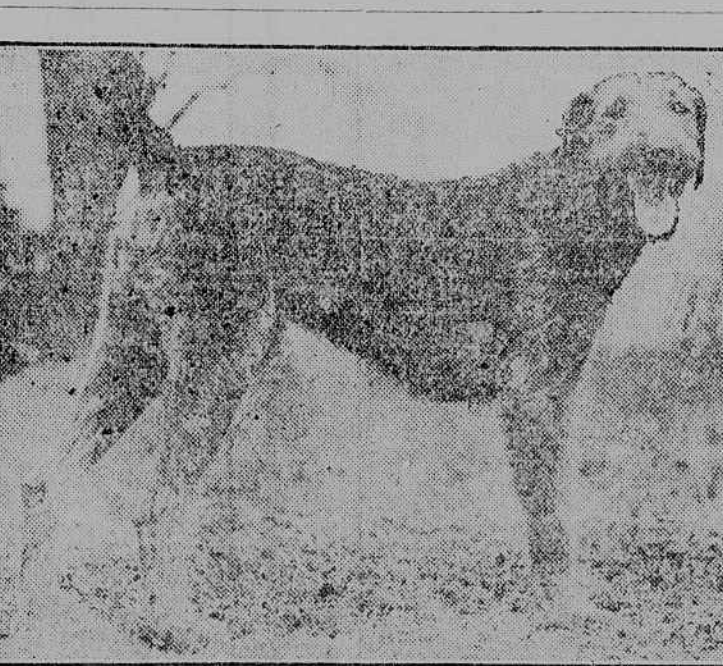
"WARREN G. HARDING."

But against this Quetschke matches a personal letter from President Harding, in which the President says:

"My dear Mr. Quetschke: I am writing to express to you my appreciation of Laddie Boy. He is now content with his new home and seems to be very happy about it. I need hardly tell you that we like him very much and he is a very popular dog with everybody about the White House and the Executive offices. He seems to take his position as if he were bred and trained for it and really has a great many people to meet. He does this with very fine dignity, which shows his excellent breeding and training. Really, I am very happy to possess him and he is the source of very great comfort and satisfaction."

"WARREN G. HARDING."

Naturally, Quetschke's friends have



Laddie Boy

taken up the controversy. They are inclined to accuse Sheppey of trying to ride Laddie Boy into an ambassadorship. Sheppey is known to be sweet on the life of a diplomat ever since he spent a summer with his closest friend, Brand Whitlock, at the American Legation in Brussels.

Quetschke makes his living breeding Airedales, and his Tintern Tip Top is the champion of his class in the United States. To steal away the glory that Laddie Boy has created would be rank larceny, friends say.

It might be interesting to learn how it became known Harding wanted a dog, and an Airedale.

At a banquet in Marion last December the President-elect said he wanted

Quetschke picked out the smartest dog in his kennel—Laddie Boy. He trained him for weeks in the art of shaking hands, using a man of approximately Mr. Harding's size as a part of the school equipment.

Laddie Boy was taught to go up and "shake hands with the President." He was taught to get out of a chair and onto a sofa and other tricks.

The day after inauguration Quetschke took Laddie Boy down to Washington and to the White House, where by appointment the President was waiting.

### Laddie Boy Gets Excited, Forgets Dignity of Occasion

On being ushered into the Executive's private offices Laddie Boy got all excited over the place and forgot completely the dignity of the situation. He rushed forward to greet Mr. Harding, but Quetschke spoke sharply. Thereupon Laddie Boy came to a halt.

"Now go up and shake hands with the President," Quetschke ordered. Laddie Boy, with very much dignity, stepped forward and shook hands. This made a hit with Mr. Harding, who patted the dog affectionately.

Making himself at home immediately, Laddie Boy jumped into a chair and onto a sofa.

"Get over on the sofa," the President said to Laddie Boy. Not hesitating for a second, the Airedale did as he was ordered.

Quetschke was introduced to Mrs. Harding, who was very gracious. She told about having a dog the family was very fond of, but that the dog died and she said then she didn't want to get wrapped up in another for fear it, too, would die.

"But if Warren wants to have a dog, I guess he can," Mrs. Harding added.

Quetschke came back to Toledo. Continued reports of Laddie Boy's growing popularity have brought much pride to his first master.

### President Said He Wanted A Regular Dog, an Airedale

"No," said the President-elect, "I want a regular dog. I prefer an Airedale."

Sheppey thought of Quetschke's Airedale kennels. Several days later he said to Quetschke:

"Charley, I am going to make your fame world-wide." He told about Mr. Harding's preference for an Airedale.